

BookletChart™

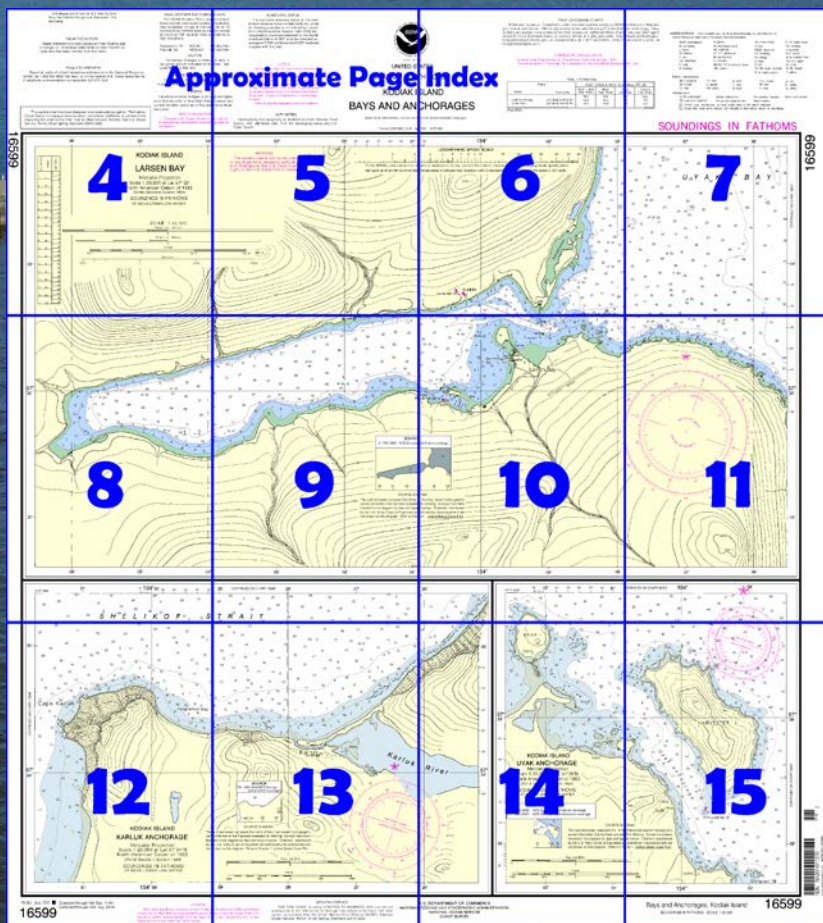
Kodiak Island – Bays and Anchorages NOAA Chart 16599



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16599>.



(Selected Excerpts from Coast Pilot)

Harvester Island is about 9 miles S of Cape Kulink and 0.3 mile off the SW entrance point to Uyak Bay. The 20-fathom curve is about 0.3 mile off the N and E sides of the island, and foul ground extends off the N and E sides for 350 yards in places. A spit, which uncovers and is steep-to, extends 425 yards SW from the S end of the island. **Harvester Island Spit Light 2** (57°38'15"N., 153°59'41"W.), 22 feet (6.7 m) above the water, is shown from a red

triangular daymark on a multi-pile structure on the end of the spit.

Bear Island, 249 feet high and grass covered, is about 0.8 mile W of Harvester Island. It is 0.3 mile from the shore, with which it is connected

by a boulder spit that uncovers about 7 feet.

Uyak Anchorage, between Harvester Island and the coast to the SW, is one of the best harbors on the E side of Shelikof Strait S of Uganik Bay. It has two entrances of which the S is preferred. The depths range from about 5 fathoms between Harvester Island and Bear Island to 20 fathoms 0.4 mile NNW of Harvester Island Spit Light 2. The best anchorage is about 0.6 mile NNW of the light, in 12 to 14 fathoms. The NW entrance is 0.3 mile wide between two reefs, partly bare at half tide and marked by kelp, one extending 400 yards W from the NW end of Harvester Island, and the other 250 to 550 yards E from Bear Island. The better and safer entrance to the anchorage is around the S end of Harvester Island. **Cormorant Rock**, which uncovers about 7 feet, is about 0.6 mile SSE of Harvester Island and 400 yards offshore.

The native village of **Uyak** and the cannery on the SW side of Uyak Anchorage have been abandoned and are in ruins. There are a few homestead cabins along the shore S of these ruins.

Larsen Bay is on the W side of Uyak Bay, 6 miles S of Harvester Island. Depths inside the bay are 7 to 38 fathoms; the N shore slopes steeply to the flat bottom, while the S shore slopes more gradually. A large pier and a large cannery are on the W side of the spit that separates Larsen Bay from Uyak Bay. The pier, built over the shoal water, is 1,190 feet long and has a depth of 12 feet at its outer end. Gasoline, kerosene, and diesel oil are stored for cannery use and may be purchased. A machine shop is maintained for cannery use, and a store is available for the purchase of food and clothing in small quantities. A small dispensary and first aid station are available but no doctor is in residence. There is a row of public pay telephones S of the cannery office.

The entrance is between a spit extending 150 yards S of the N shore and a 20-foot islet about 150 yards from the S shore. There is a reef, marked by a light, in the middle of the entrance that uncovers at low water. Two narrow crooked channels lead on either side of the reef. The preferred S channel, between the mid-entrance reef and the 20-foot islet, 200 yards SE of it, is marked by a **248°** range. The front range is a pile on the flats bearing a circular orange disk, and the rear range is another circular orange disk painted under the gable of a building. This channel has a least depth of 3.7 fathoms on the range.

Anchorage.—A good anchorage for larger vessels will be found about 600 yards N of the small island on the S side of the bay, and about 800 yards W of the cannery pier. This anchorage is in about 20 fathoms of water with mud bottom. In W weather, the winds blow down the bay with great force. The holding ground is good. On the S side of the small island there is a harbor for small vessels. A reef, marked by a buoy, extends about 50 yards W off the W end of the island. The harbor is bordered by three breakwaters. The S breakwater, that extends from Kodiak Island, is marked by a light. Depths in the harbor range from 1.5 to 2.7 fathoms.

Currents.—A strong tidal current sweeps through the entrance with an estimated velocity of 4 to 5 knots. Steep waves will build at the entrance when strong easterly winds blow opposing the ebb current.

Pilotage, Larsen Bay.—Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska. The Kodiak Island area is served by the Southwest Alaska Pilots Association. (See **Pilotage, General** (indexed), chapter 3, for the pilot pickup stations and other details.)

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau

Commander

17th CG District

Juneau, Alaska

(907) 463-2000

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

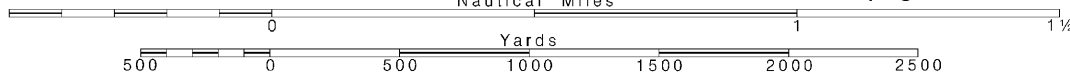
Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>





THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA - SOUTH COAST

KODIAK ISLAND AND ANCHORAGES

Additional information can be obtained at nauticalcharts.noaa.gov.

Formerly C&GS 6822, 1st Ed., Apr. 1912 KAPP 2561

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.

The entire area of this chart falls seaward of the COLREGS Demarcation Line.

TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Uyak, Uyak Bay, Shelkof Strait	(57°38'N/154°00'W)	13.8	12.9	1.7
Larsen Bay, Uyak Bay	(57°32'N/154°00'W)	13.7	12.6	1.6

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.

(Feb 2015)

ABBREVIATIONS

(For complete list of Symbols and Abbreviations, see the back of this chart.)

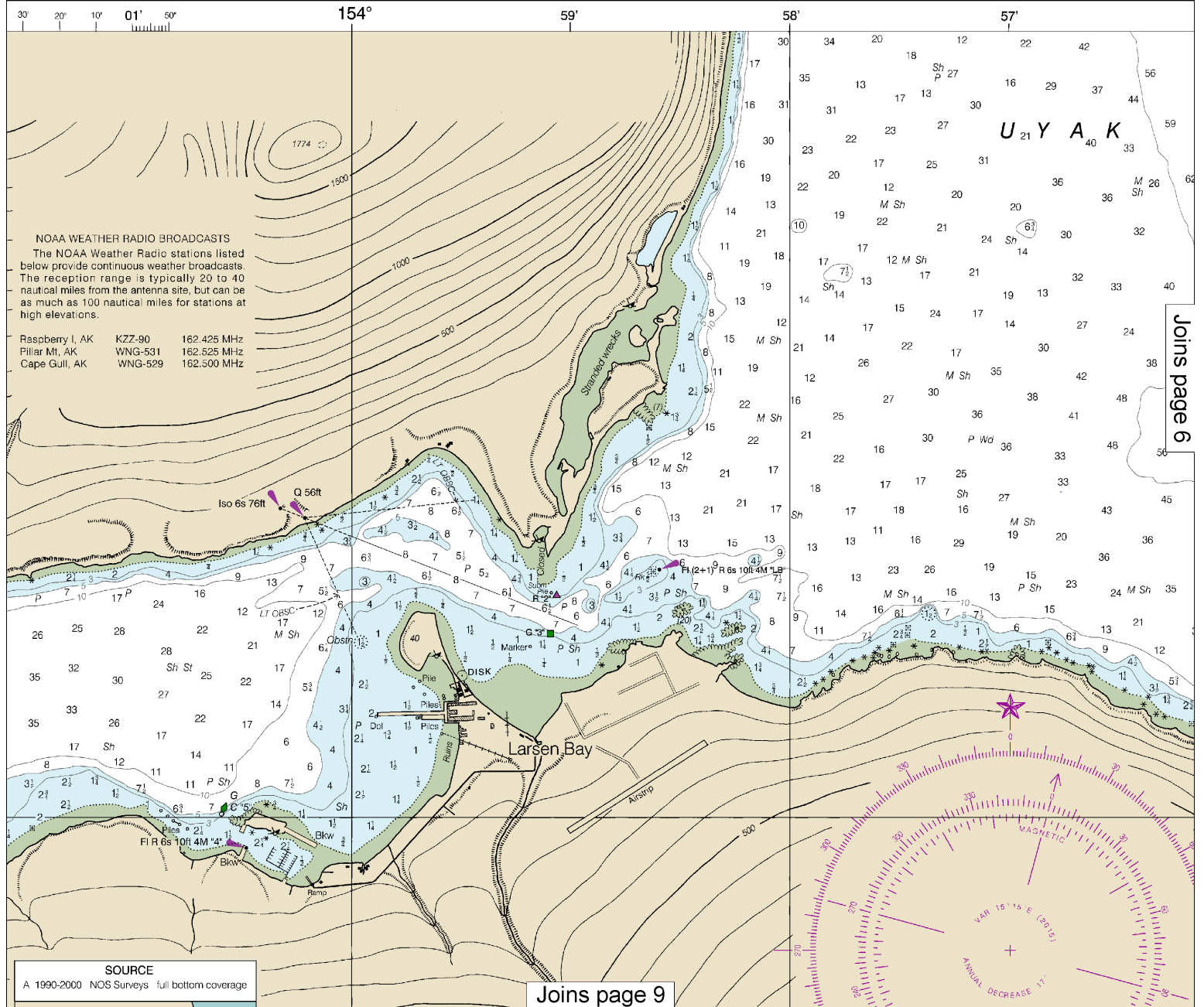
ACRO aeronautical	G green
Al alternating	IQ interrupted quick
B black	ISO isophase
Bn beacon	LT HO lighthouse
C can	M nautical mile
DIA diaphone	m minutes
F fixed	MICRO TR microwave tower
Fl flashing	Mkr marker

Bottom characteristics:

Bls boulders	Co coral	gy gray
bk broken	G gravel	h hard
Cy clay	Grs grass	M mud

Miscellaneous:

AUTH authorized	Obstr obstruction
ED existence doubtful	PA position approximate
(2) wreck, rock, obstruction, or shoal swept clear to the	
(2) Rocks that cover and uncover, with heights in feet	



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

on this chart by form
heral character of the

CAUTION
Temporary changes or defects in aids to
navigation are not indicated on this chart. See
Local Notice to Mariners.

FACTORS
aced on many floating aids
reflector identification on
om this chart.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 9 for important
supplemental information.

REPORTS
substances to the National Response
to the nearest U.S. Coast Guard facility
(33 CFR 153).

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for
supplemental information concerning aids to
navigation.

HEIGHTS
Elevations of rocks, bridges, landmarks and lights
are in feet and refer to Mean High Water. Contour and
summit elevation values are in feet and refer to Mean
Sea Level.

quiries, discrepancies or comments
arts.noaa.gov/staff/contact.htm.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast
Survey, with additional data from the Geological Survey and U.S.
Coast Guard.

HORIZONTAL DATUM
The horizontal reference datum of this chart
is North American Datum of 1983 (NAD 83), which
for charting purposes is considered equivalent
to the World Geodetic System 1984 (WGS 84).
Geographic positions referred to the North
American Datum of 1927 must be corrected an
average of 2.600" southward and 8.297" westward
to agree with this chart.



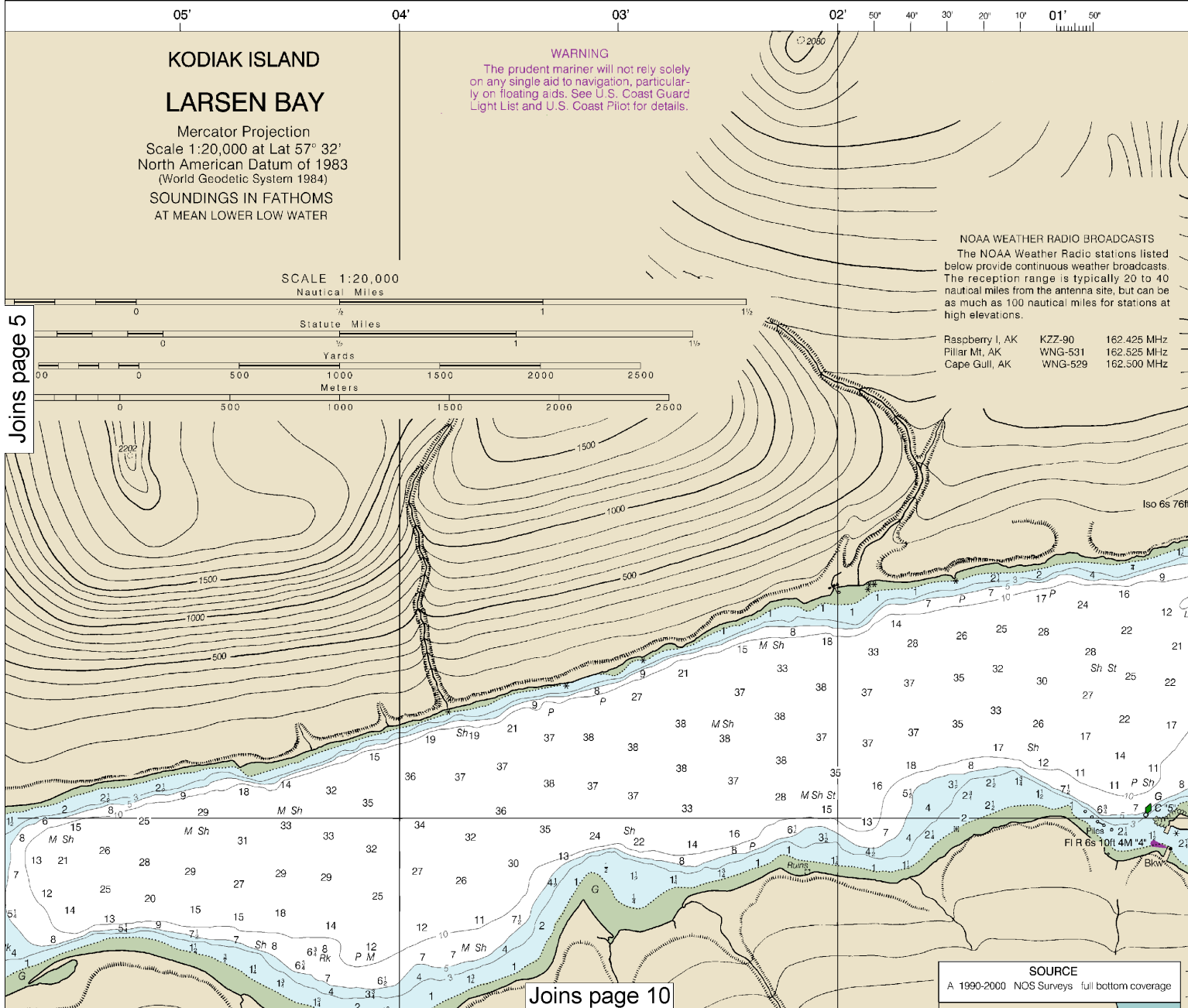
THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES
ALASKA - SOUTH COAST

KODIAK ISLAND BAYS AND ANCHORAGE

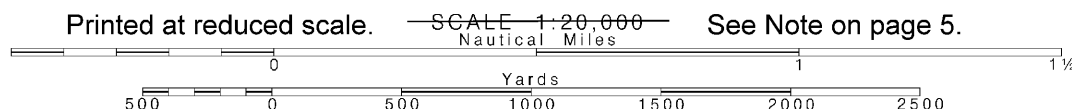
Additional information can be obtained at nauticalcharts.noaa.gov

Formerly C&GS 6822, 1st Ed., Apr. 1912 KAPP 2561



6

Note: Chart grid
lines are aligned
with true north.



See Note on page 5.

GES

noaa.gov.

COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

TIDAL INFORMATION				
PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher	Mean	Mean
		High Water	High Water	Low Water
Uyak, Uyak Bay, Shel kof Strait	(57°38'N/154°00'W)	feet	feet	feet
Larsen Bay, Uyak Bay	(57°32'N/154°00'W)	13.8	12.9	1.7
		13.7	12.6	1.6

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov/>. (Feb 2015)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al altimeter	Q interrupted quick	N nun	Rot rotating
B black	iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

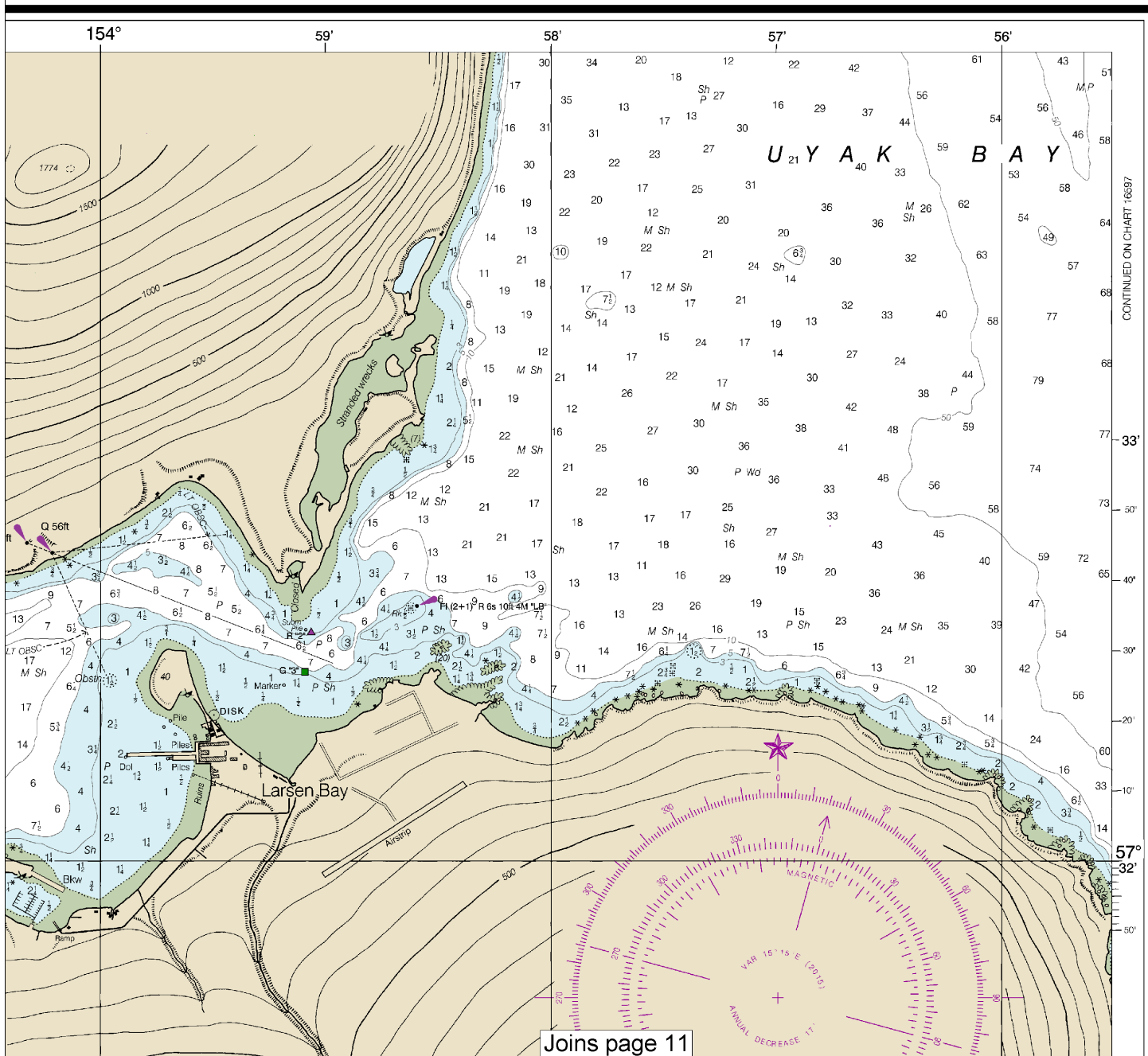
Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

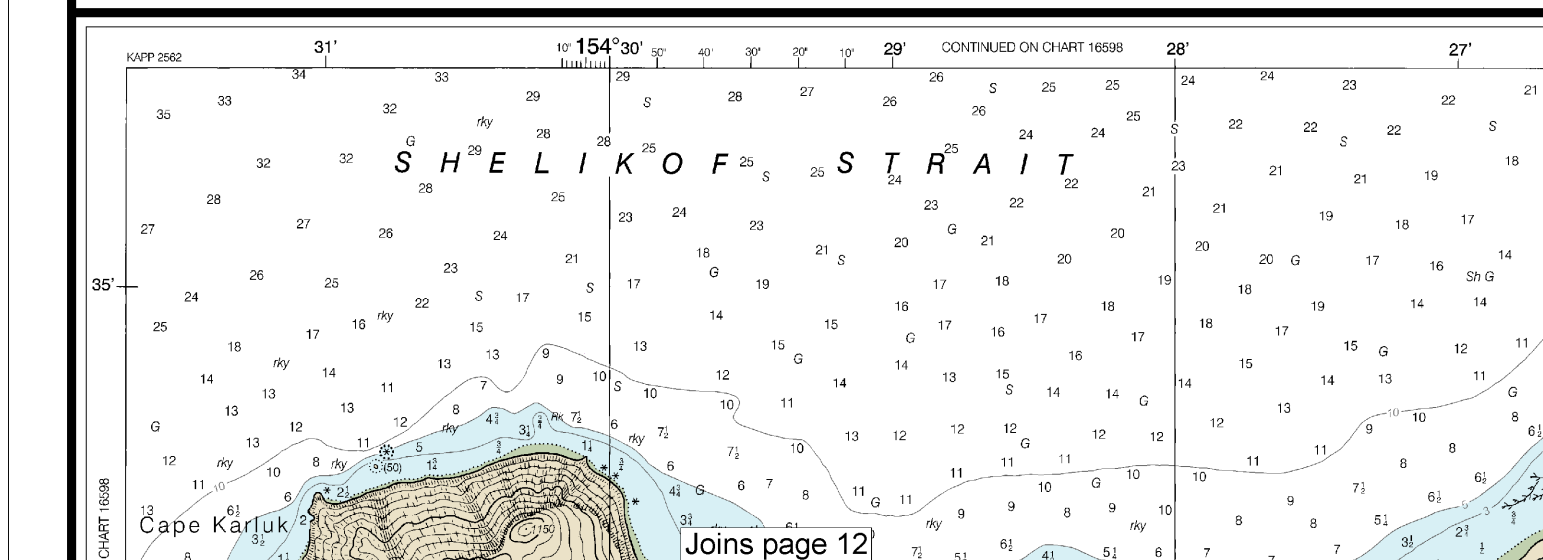
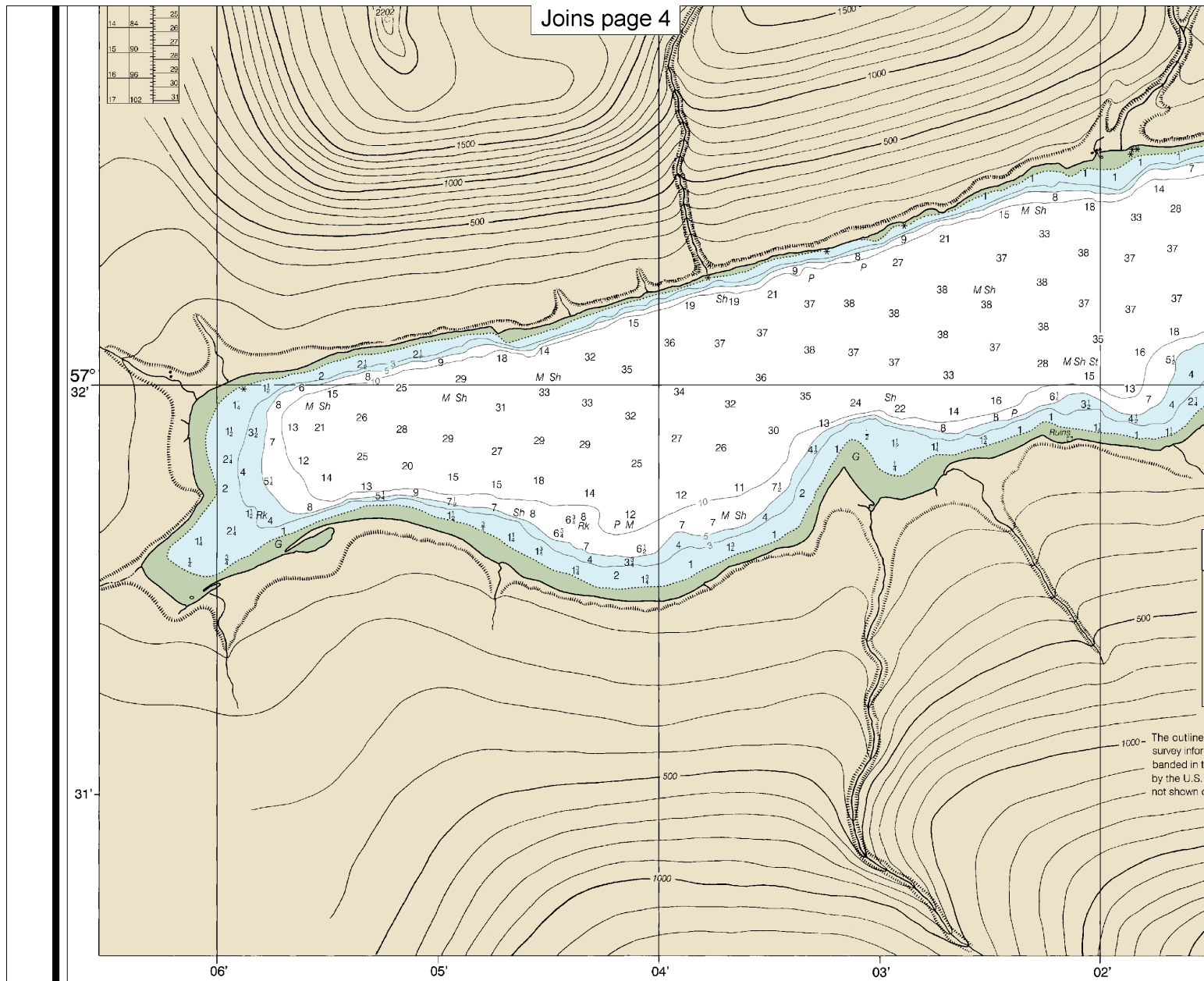
Miscellaneous:

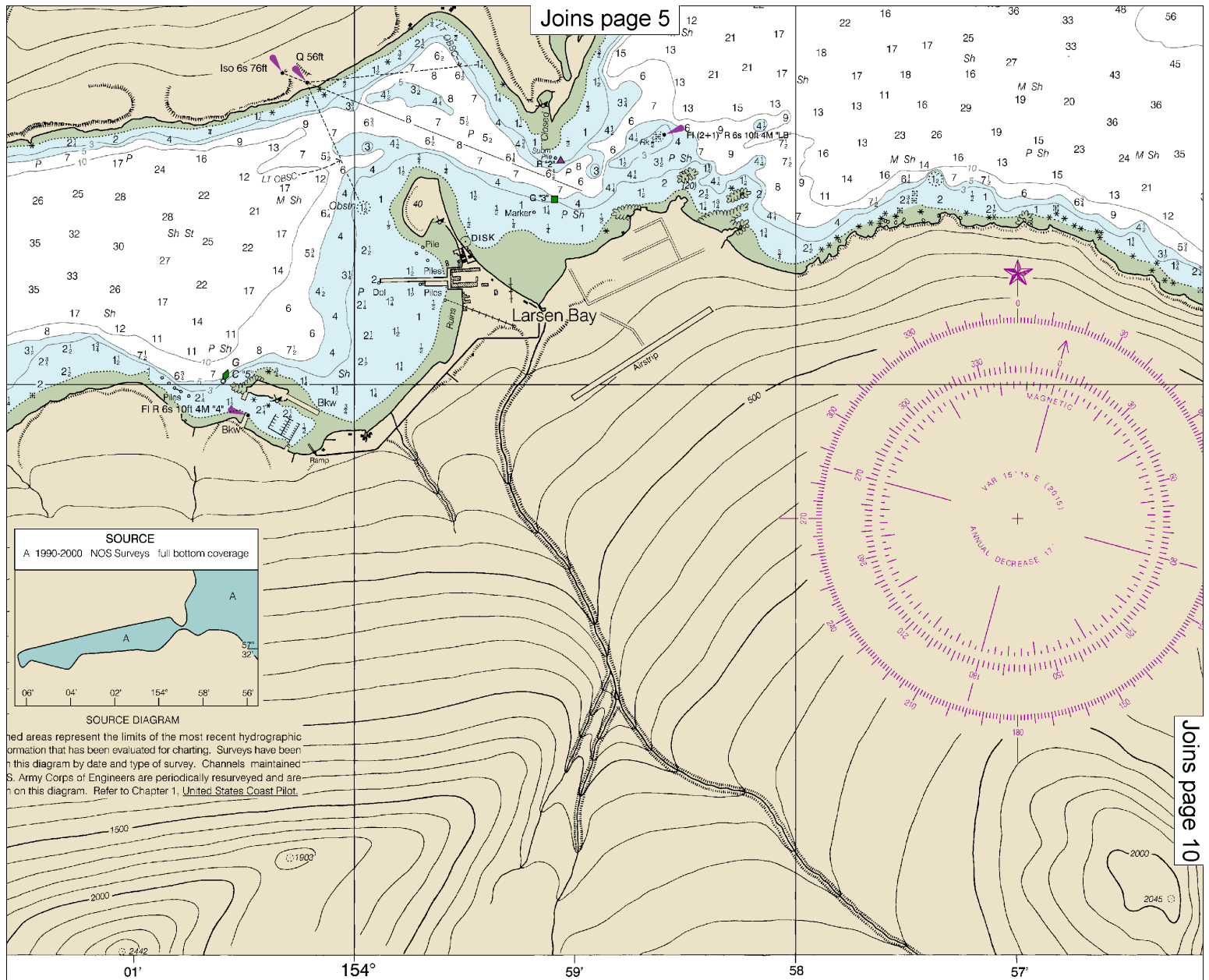
AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

SOUNDINGS IN FATHOMS

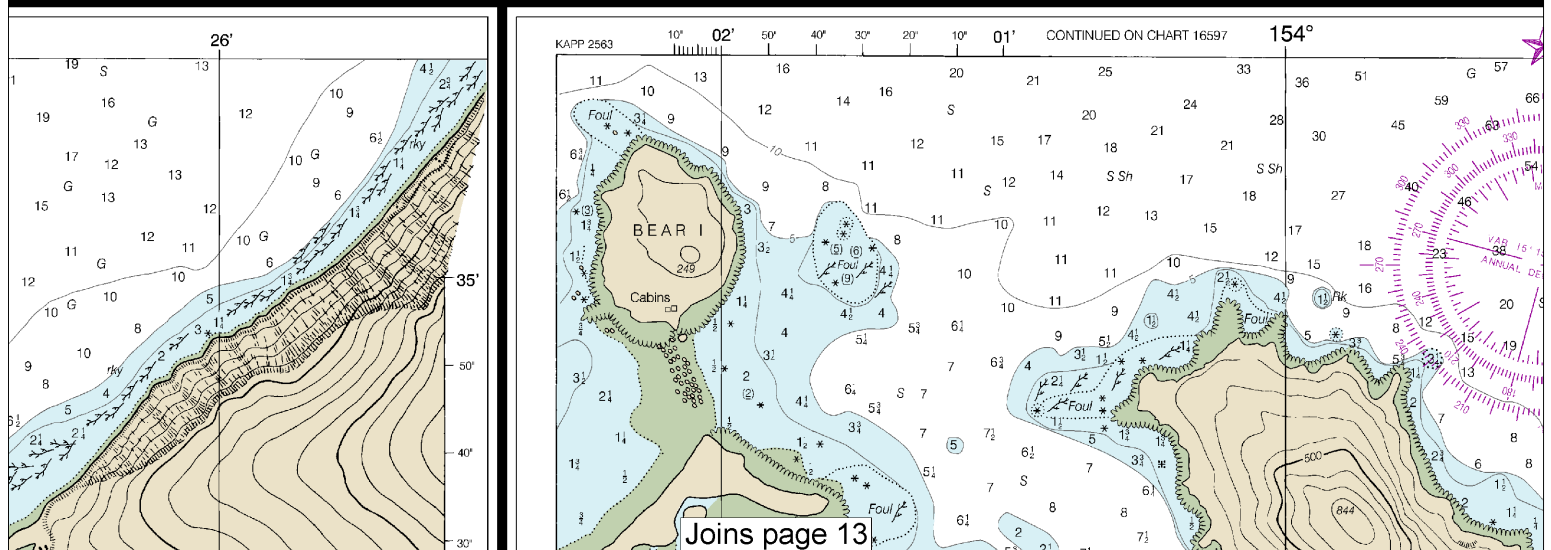
16599







Joins page 10



Joins page 6

Joins page 9

SOURCE
A 1990-2000 NOS Surveys full bottom coverage

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast and Geodetic Survey.

154°30' 50' 40' 30' 20' 10' 29' CONTINUED ON CHART 16598 28' 27' 26'

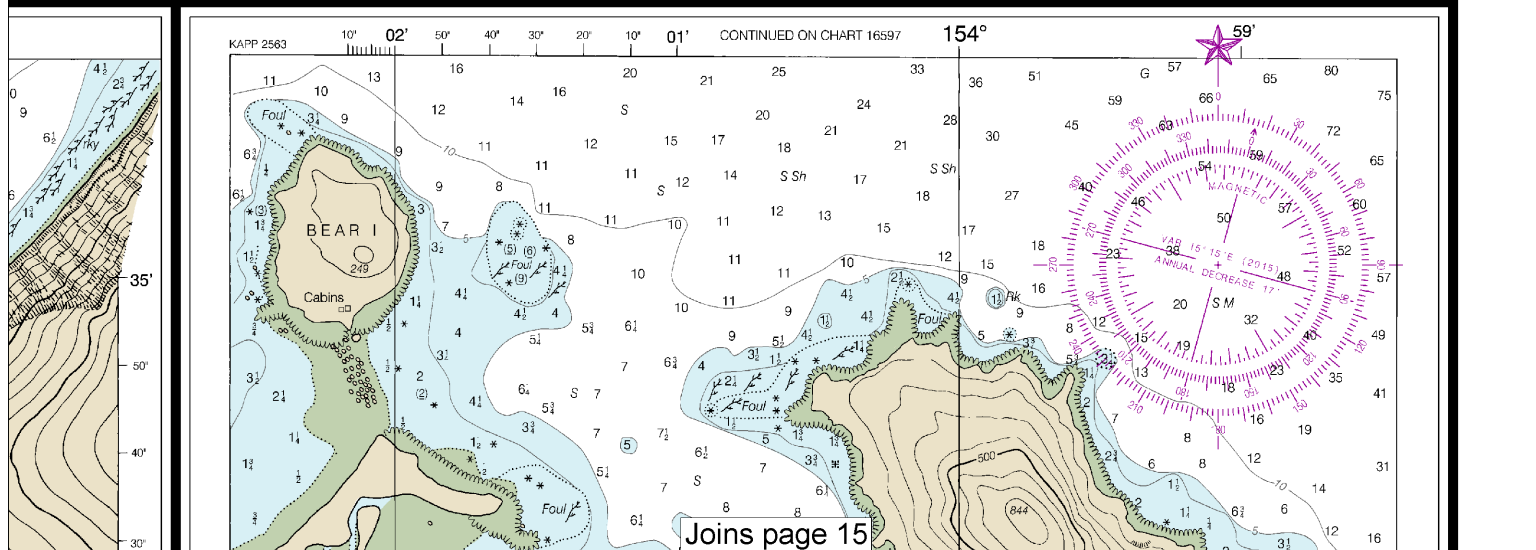
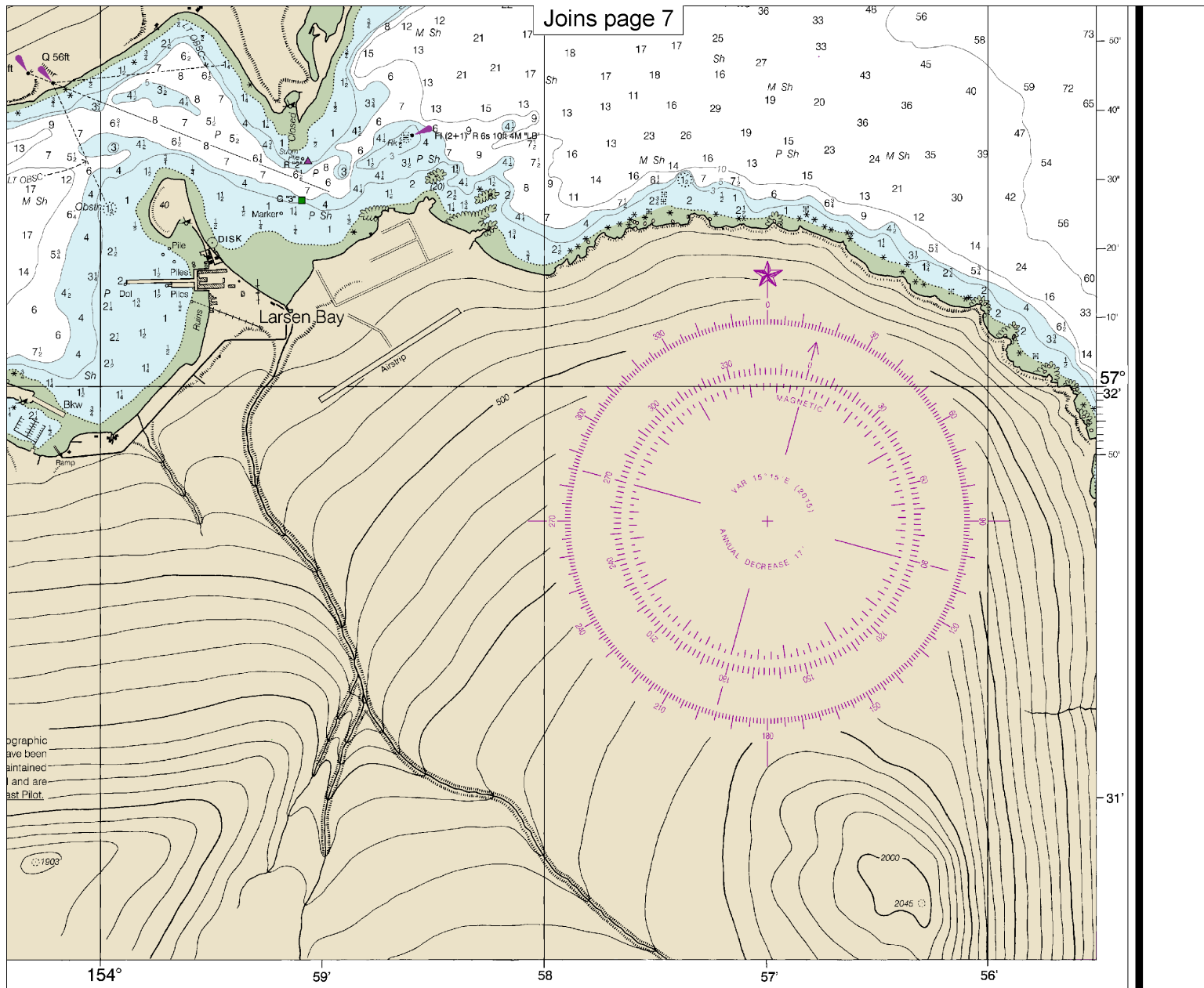
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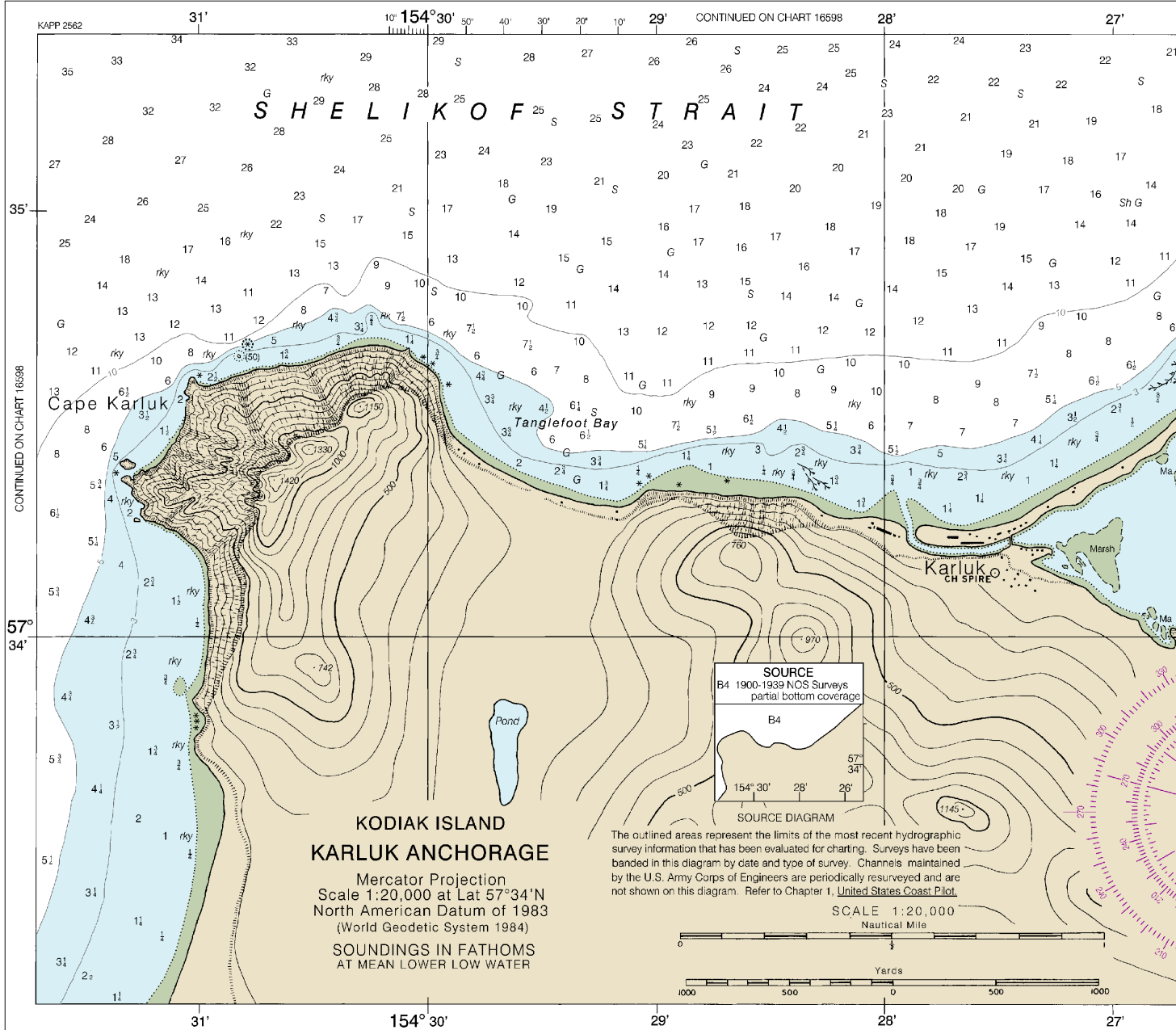
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Joins page 14

Note: Chart grid lines are aligned with true north.

SCALE 1:20,000
Nautical Miles





8th Ed., Feb. 2015

CAUTION

16599

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NATIONAL

Last Correction: 2/25/2015. Cleared through:
 LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

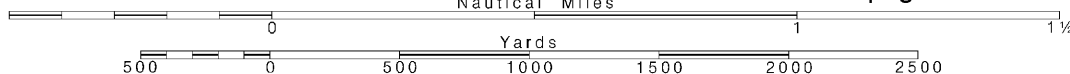
12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

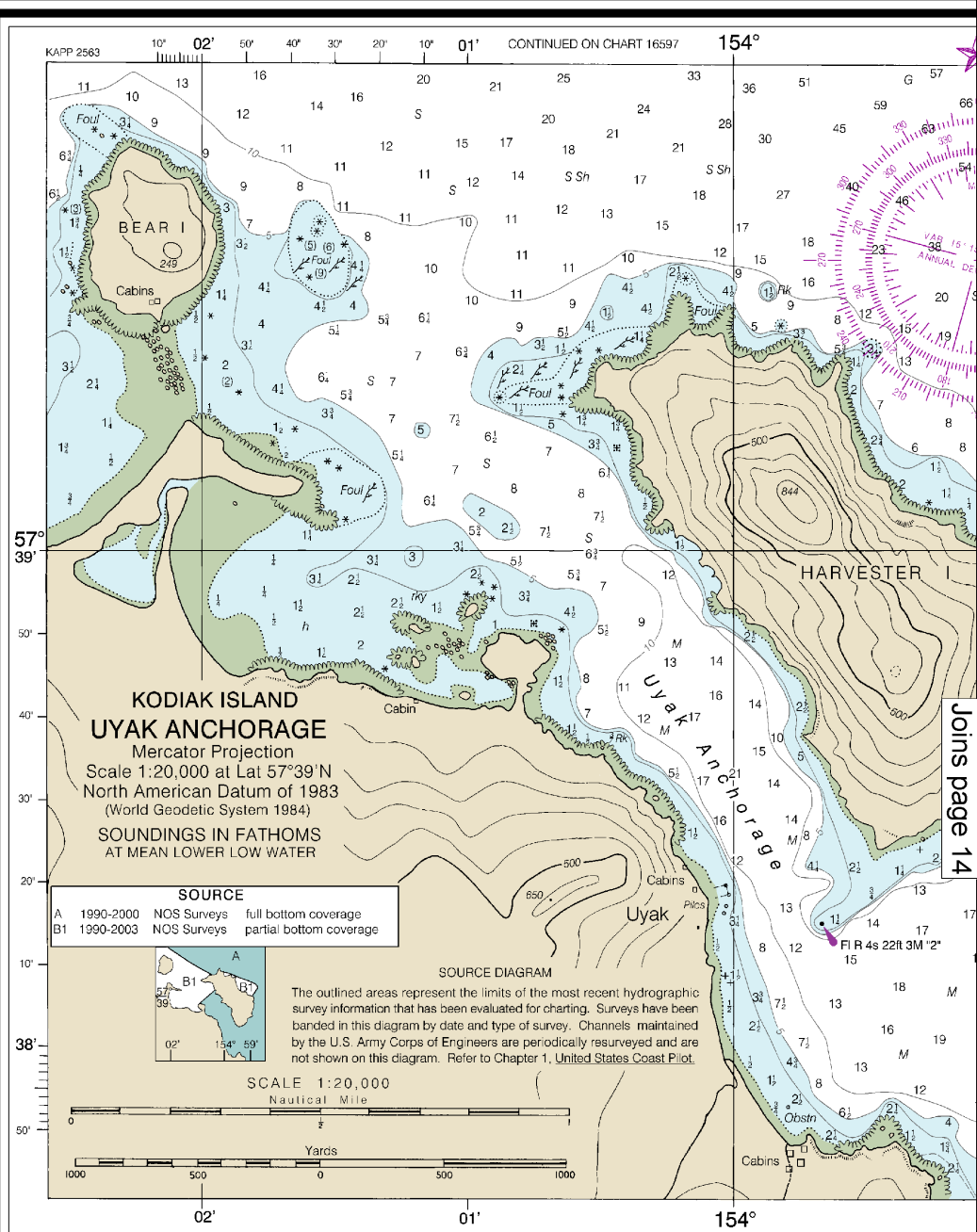
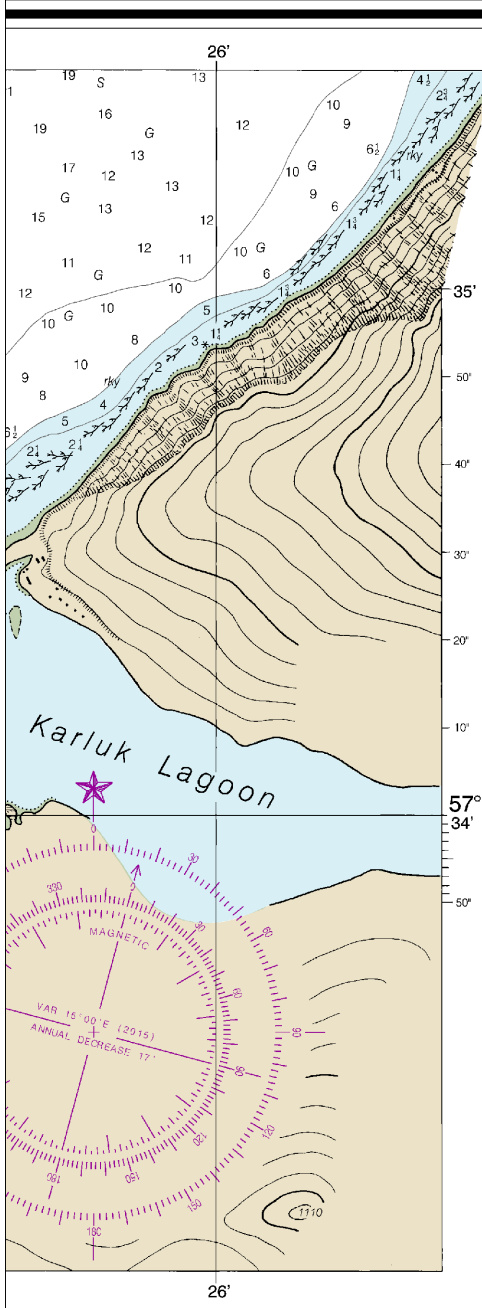
SCALE 1:20,000
 Nautical Miles

See Note on page 5.



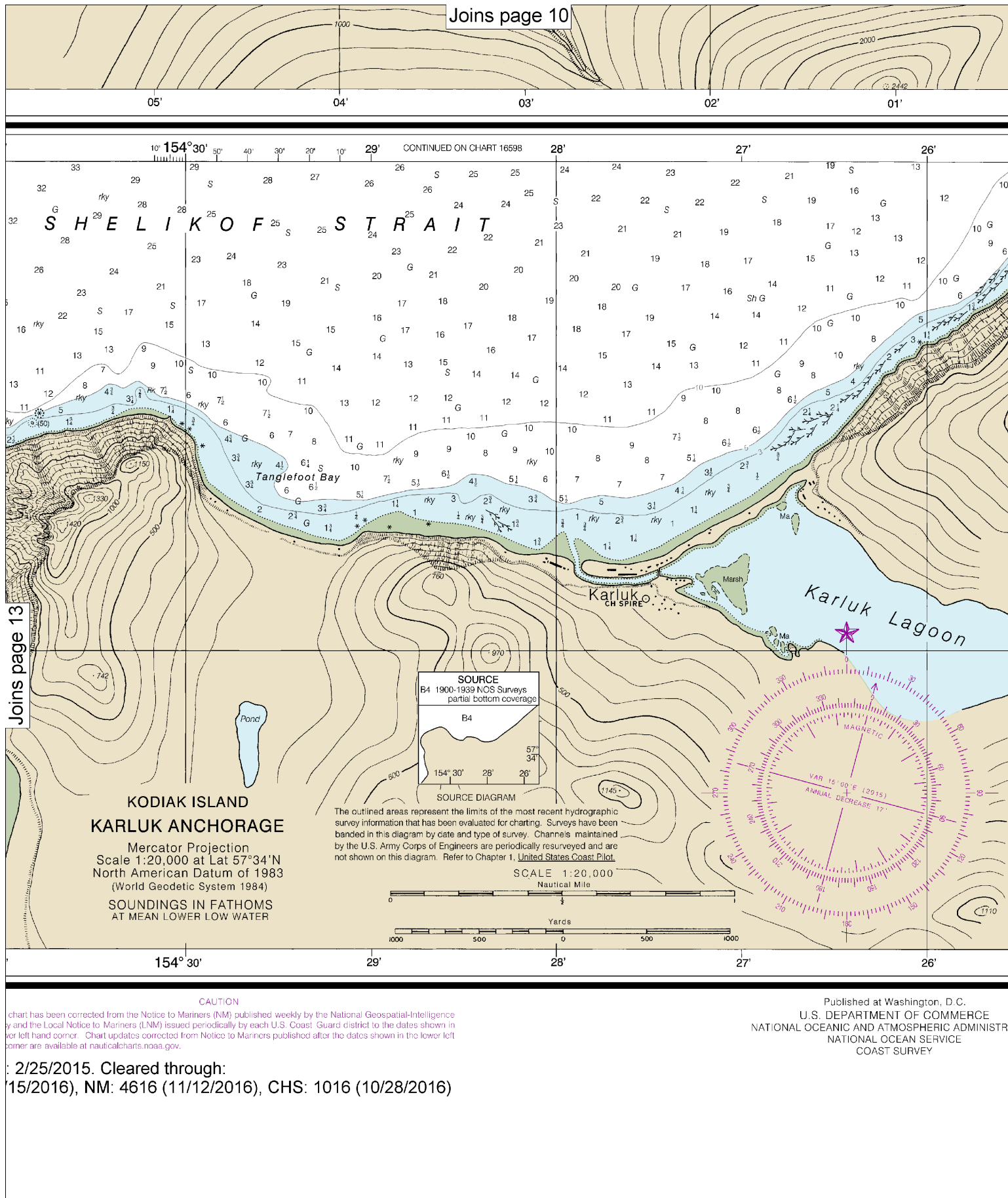
Joins page 9

01' 154° 59' 58 57'



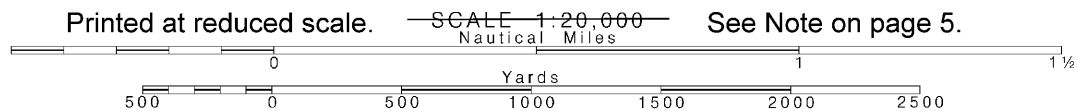
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
AL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

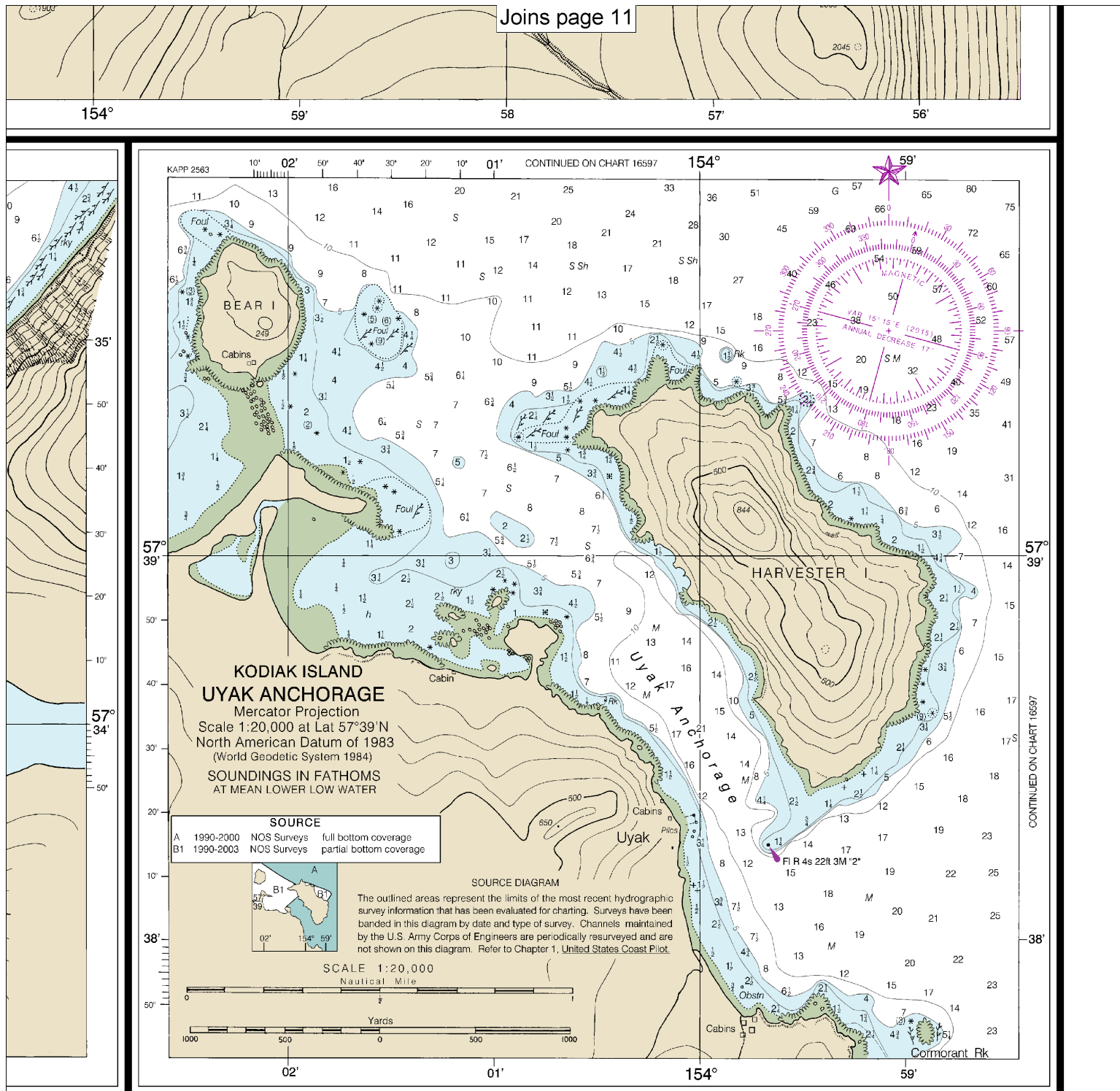
Bays and Anchorages, Kodiak Island
SOUNDINGS IN FATHOMS - SCALE 1:20,000



14

Note: Chart grid lines are aligned with true north.







VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.